

## The Arizona Republican.

The Treasure Territory's Chief Newspaper.

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EDITOR AND PROPRIETOR.

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All hands agree that the national corn convention, now in progress in Chicago, is a decidedly husky affair.

A good deal of Arizona mining property is changing hands these days. Arizona is steadily coming to the front.

There isn't any war except in the crimsoned columns of the sensational newspapers. The carnage there is terrible.

One striking thing about the American government when emergencies confront it is that it never gets rattled. It wasn't built for rattling purposes.

Work on government torpedo boats at Norfolk navy yard is being pushed forward rapidly. Uncle Sam wishes to be prepared in case the pastime of blowing up ships becomes popular.

If Spain has ordered 3,000,000 rifle cartridges from an American firm, as reports declare, it simply means that she wants the best. It must be that she is going to engage in a little target practice.

Nansen the explorer complains to his European friends that he was bored by the social attentions showered upon him in this country. If he returns, however, the Americans will promise never to do so again.

If the men who are waiting to get into the Klondike today were in Arizona they would undoubtedly be impressed with the advantages of a country where mining may be carried on every day in the year. Arizona's public spirited citizens should see that the territory's advantages are advertised in the east and middle west, where the mining fever is growing apace.

Our Washington dispatches convey the impression that Judge Street will triumph soon over his enemies. This is as it should be. The fight against his confirmation has been dirty in the extreme. Men who could not influence his action in the matter of the Arizona canal receivership did not hesitate to lie to members of congress about him, and tried to support their lies with scandalous charges. These lies will come home to roost one of these days.

Our regular army is gradually gaining in strength as the following enlistments for the month of January will show: By general recruiting service, city stations—white, foot, 224; mounted, 98; colored, foot, 10; mounted, 15; total, 347. Stations at posts—white, foot, 394; mounted, 106; colored, foot, 25; mounted, 48; Indian scouts, 13; total, 586. The total number of enlistments by the general recruiting service was 933, and by the special recruiting service, 24; in all, 957.

Our juvenile contemporary of Willcox in a recent issue feelingly refers to the "manager" of this journal as being "under a cloud" in its heavy arguments as to why the straying advertising should be done in that paper, yet this is the same fellow who so often boasts that he never indulges in personalities in his columns. Whatever he may or may not indulge in, we can say that we have never taken any cold water cure for being off our base, as has the editor of the said juvenile contemporary. Neither did we enter into a compact with the long-whiskered ex-chairman of the sanitary board to refund to him half of the amount to be paid for such service, as did the man of the juvenile contemporary. That thing alone ought to be enough "cloud" for any Sunday school superintendent.—Southwestern Stockman.

This controversy between our esteemed contemporaries grows interesting. The dear public seems likely to learn many interesting things about the methods of these enterprising journalists.

## GOOD FOR THE TERRITORY.

The territory is to be congratulated upon the passage of the bill which paves the way for a capitol building at Phoenix and for the establishment of a comprehensive sewerage and water system at Prescott. This bill amends the Harrison act so as to legalize the issuance of bonds by chartered municipal corporations in Arizona for sanitary and health purposes, and also confirms the act of the territory of Arizona of March 8, 1897, which authorizes the issuance of the bonds of the territory for the construction of a capitol building. The citizens of Prescott voted unanimously some time ago to bond the city in \$150,000 for a new water and sewerage system. It was decided to seek permission of congress in the form of an amendment to the Harrison act, and the wisdom of this course is now attested to. Much credit for the passage of the bill is due to ex-Governor N. O. Murphy, who is spending the winter in Washington. Mr. Murphy has been of great service to Delegate Smith in pushing this important measure. There is no doubt that the president will sign the bill. It means much to both Phoenix and Prescott. The capital removal issue will be disposed of for good, and the territory will be provided with a fit place for administration offices, for the meetings of its legislature and for the storage of its public documents. The amount that will be saved in yearly rentals alone will nearly pay the interest on the indebtedness to be incurred. Prescott, with a water works and sewerage system will at once take rank with the progressive cities of the west. Fort Whipple undoubtedly will be retained as a military post as the result of this legislation. The chief argument in favor of its abandonment has been the lack of good water and sewerage facilities. Retention in the case of Whipple means rebuilding, and if rebuilt who can say that it will not soon be made a regimental post? Prescott is likely to have a new hotel by reason of this legislation. Other improvements will follow in natural sequence. Phoenix may also secure much needed municipal improvements by virtue of it. No measure pertaining to the territories has more possibilities in it than this one. Hurrah for Arizona!

## THAT KANSAS PACIFIC SALE.

When President McKinley determined that the government interest in the Pacific roads should not be sacrificed for \$45,000,000, as the democrats had arranged it, but that the mortgages should bring in an amount which would recoup the government and leave it without loss, he undertook a bold venture but he has come out of it with flying colors. Why, these mortgages used to be considered almost worthless. Nobody ever dreamed that the government would come out without the loss of twenty or thirty million dollars. The popocrats who are now howling so insanely are the very people who proclaimed at that time that the capital of the roads was mostly water, that the original contractors built the property out of government bonds and made millions of private profits out of the transaction at \$12,000 to \$20,000 a mile. They were just the people who said the government's mortgages, for which it has now received \$65,000,000, were worth nothing.

A member of the cabinet recently outlined the policy of the cabinet in regard to the Kansas Pacific sale. He said the agreement arrived at in St. Louis between the government and the reorganization committee was the result of a long series of negotiations. The Kansas Pacific road is 394 miles long. What is known as the Denver extension is a necessary outlet, and this belongs to the reorganization committee and is entirely beyond the control of the government. The syndicate which bought the Union Pacific found it could parallel the Kansas Pacific for about \$8,000,000. The first mortgage debt is about that amount itself. To rid themselves of a possible dangerous rival the syndicate offered to bid \$2,500,000 for the government lien. This was the upset price fixed by the court.

When pressure was applied the syndicate raised its bid for the government claim of \$7,000,000 to about \$4,500,000. This would have made the road cost them something over \$12,000,000, or about \$4,000,000 more than they could build a new line for, and this extra sum was taken to represent the value to the syndicate of wiping out a competing road.

The government mortgage did not cover any of the branch lines nor the Denver extension. Neither the Alton nor the Burlington, which are feeders for the Kansas Pacific, could be induced to bid at any price, because they saw the road was isolated and had its outlet only through the Denver extension. Prominent railroad men who had no possible interest in the line were consulted and said that if the government secured the principal of its loan, which is \$7,000,000, it would be doing exceedingly well. The Kansas Pacific is of value only to lines which are feeders like the Burlington and Alton. They refused to touch the government lien at any price, and hence the administration was forced to the conclusion that if it paid \$8,000,000 to clean off the first mortgage securities it could not possibly sell the road for \$15,000,000, which would be the amount of the first mortgage plus the principal of the government. To quote the authority before referred to:

"We therefore made an arrangement by which we forced the syndicate to increase their bid up to the amount of our principal and we feel that the government has come out of the transaction on much better terms than could have been expected. The sale of both the Pacific railroad lines should be considered together. The syndicate arranged to sell them under the Cleveland administration for \$45,000,000. We have secured \$65,000,000, thus saving the government \$20,000,000.

"The president gave congress every opportunity to act and we made our deposit so as to bid in the Kansas Pacific if necessary. On the composite transaction the government therefore loses only \$6,000,000 which is a comparatively small sum in view of the fact that the total involved was over \$70,000,000.

"A point has been made in regard to the Kansas Pacific sale that the third mortgage bonds on that line are quoted above par in the market, and hence that the road must be worth more than the government lien, which is based on the second mortgage. The fact of the matter is that the first mortgage bonds referred to are first mortgages on the Denver extension, and second mortgages on the branches, thus having a basis of security not possessed at all by the government lien."

## VARIOUS KINDS OF BABIES.

The chocolate mammas of Queensland carry their little ones astride their necks.

The negroes of Cuba hold their pickaninies on one hip, the child clinging by its knees as a rider holds on to a horse.

French babies are borne through the streets stretched on fine embroidered pillows, their lace frocks spread out to make all the display possible.

The Dyaks of Borneo carry the baby wrapped in the bark of a tree or in a curiously carved chair studded with ground shells which is fastened to the mother's back.

The New Guinea baby has a novel method of being carried about. Its mother puts the naked little creature into a net, which is suspended by a band over her head and her ears, in front of her.

Alaskan babies are rubbed with oil, tightly rolled in a skin or blanket padded with grass and bound with leerskin thongs, which are undone but once a day, when the grass is freshened. If the baby cries he is held under water till he is still.

The Chinese child lies with its face against its mother's back, and this accounts for the broad, flat nostrils seen in the Flowery Kingdom. It cries continually in shrill, sharp shrieks, but the mother placidly works on amid the uproar.

The dimpled, brown little Jap baby takes its first journeys abroad strapped to the back of its mother or sister in a seemingly insecure position by strips of cloth meeting in the form of the letter X. When awake it clings like a kitten and is never dropped.

The children of the Aztecs travel about in a sling on the mother's right hip, the strong cloth passing over the left shoulder. The Guatemaltecos bear their children on their backs and as if this were not load enough any burden they have rests upon the head.

The Italian bambino is swathed like a mummy and bound with colored ribbons. The babies' elder brothers and sisters delight in carrying about these human dolls which cannot kick. The German baby, too, is swaddled, bound in a long down pillow tied with generous bows of white ribbons. He is carried about in the nurse's arms wherever he moves.

Some of the Australian women wear a curious mantle of kangaroo skin on their backs, which is tied securely at the waist line, half of the length above and half below. In the little bag formed by the fullness of the upper part the baby cuddles and finds a comfortable nest. In other parts of the country the child rides astride the mother's neck.

## NEW AND NOVEL.

To automatically guide a bicycle a head block is attached to the under portion of the frame close to the head to support a pair of spring guides which press against the back sides of the fork and hold them straight.

A St. Louis woman has designed a car strap which will not close up on the hand, a rod being used, with a small ring at one end, by which it is attached to the car, and a larger leather-covered ring at the other end for the hand.

A neat little attachment for hats is composed of a spring roller placed inside the hat to wind up the cord serving as a guard when not in use, the touching of a spring lever being all that is necessary to draw the cord out of sight.

Billiard cues are to be made with the butt hollowed out so a screw rod can be inserted on which to mount several circular weights, which are turned backward and forward on the rod to balance the cue to the player's liking.

An adjustable coiled spring is used in upholstered furniture to keep the surface of the seats from settling, a curved plate being attached at one side of the seat and pressed upward at the other end by the spring to keep it in place.

A Texan has invented a one-wheeled racing sulky which is prevented from tipping over by the manner of attaching the wheels to the harness, the advantage being that the sulky does not take up so much room on the track and runs easier.

In a new beer delivery wagon a rotary rack is journaled on the front and rear axels and holds a number of half-round barrel cradles, which are pivoted so as to tip and roll the barrel out as the rack is turned to bring each cradle close to the ground.

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\$49,000,000  
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These results have been accomplished at a lower expense ratio than that of 1896.

During the year the company has paid in death losses on the lives of 2,754 policy holders,

\$9,752,000

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\$9,100,000

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\$3,400,000

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